

TEAAS Training and Crash Analysis

- ✓ *This document is not considered to be a replacement for a full session of TEAAS training provided by the Traffic Safety Systems Management Unit. This document is only to provide a guide for analysts when using the TEASS software outside of training.*
- ✓ *Specific questions not covered in this document should be directed to the group's TEAAS Training Manual. Analysts with no experience in TEAAS should seek assistance from a group member whom has experience in TEASS first.*
- ✓ *Training is recommended so the analyst can obtain a Log-in ID and password. If training has not been arranged and the analyst does not have a Log-in ID, then an ID should be used by another member of the Access Management Group until such time that an ID can be obtain.*

Location, Location, Location

The most important aspect of a TEASS analysis is the location of the area being researched. Some items that should be known before starting the crash analysis are:

- ❑ SR numbers and all alternate names for the roadways in the analysis
- ❑ AADT's for the surrounding roadways
- ❑ Any prominent nearby features such as county lines, private driveways, interchanges, etc.

Road Codes

TEAAS relates all road names to 8-digit Road Code. This code identifies whether a road is an Interstate, US Route, State Routes, etc. Examples for formulating the correct 8-digit Road Code can be found in the TEAAS Training Manual.

Highest Order Segment and Features Report

In order to confirm you have all the appropriate names for a roadway, you should print off a Highest Order Segment Report and a Features Report for the roadway involved in the study. This will also help provide road names and codes for nearby roadways that will aid in the Fiche process later in the analysis.

Beginning the analysis

When starting both the Strip Analysis and the Intersection Analysis be sure to fill in all appropriate information in the 'Study Information' tab. The 'K/A Coeff.' And the 'B/C Coeff.' should remain as default values.

Under the road identification tab, all roadways involved in the study should be keyed into the 'Fiche Road' section. Be sure to validate all the roadway names to insure accuracy of the roadway you are researching. Once you've entered all the road codes and names, provide as many combinations of those roadways as possible. This may result in several combinations. For more information on roadway combinations, see page 22 of the TEAAS Training Manual.

Fiche Report

After entering all the road combinations, the Fiche Report should be generated. This may take several minutes depending on the time period of the study and the length of roadway being

analyzed. The Fiche Report should be saved as both a PDF file and a CSV file. The CSV file should be opened in Excel and saved as an XLS file.

The data in the Fiche Report should be looked over to remove all crashes not related to the area you are analyzing. Depending on the area, length of roadway and time period, there may be several hundreds or thousands of crashes. The Features Report should help by providing the nearby SR Routes and other characteristics of the area.

Generate Lists

Once the Fiche Report has been narrowed down, you must allow TEAAS to generate a list of the crashes that it feels meets the criteria you set forward. Compare the list of crashes it displays with the list you came up with in the Fiche Report. Add and delete crashes from the list as necessary. Print out the Crash Report next and this will complete the analysis.